

AN ALARM ON THE BORDER.

Considerable excitement was occasioned in official circles this morning by a report sent in from the Kowloon frontier that the rebels had crossed over and made an attack on a police outpost. Subsequent enquiries

upon the police was a hoax, and that the cause for all the alarm was a strategic movement to the rear by a small party of rebels who had been cut off from the main body by Admiral Ro's troops. It appears that the Imperialists had driven the rebels down to Pingshan, a town situated to the north

of Mira Bay, and this party of about sixty men had boarded sampans and rowed down the coast to Sha-tau-kok, where they disembarked, and marched up the valley to the head of the pass, firing their muskets and making a great noise.

is the custom of the Chinese. The Police outpost was naturally alarmed and a message was sent for reinforcements. Later observations, however, revealed the true nature of the disturbance, and as the rebels

**PATHETIC ACCOUNT OF THE
IMPERIAL FLIGHT.**

The following is the translation of what the *Nippon* publishes as a copy of an account of the flight of the Imperial court of China, penned by a high official of that country. There is something more than pathetic in the description, since therein

when one remembers that the chief personage concerned is the ruler of four hundred million of people and of one of the greatest nations on earth. Thus begins the interesting document:—

same carriage, the Emperor and the Empress Dowager escaped from Peking. On reaching Kwanshin, they were able to procure a carpet on whose back a kind of sedan-chair had been fixed, and the Emperor was removed into it, accompanied by Baron Pien. At Hwaitaihin, the loca-

perial use and at Suochowhien four more sedans were secured. And thus the Emperor, the Empress Dowager and the Crown Prince were at length enabled to occupy each a separate seat. The Empress Dowager wore at the time a blue summer gown and her hair was uncombed. The

gaze for his upper garment and a pair of divided skirts. The Imperial refugees did not take with them any night dress; neither were they followed by any luggage; and for three nights after leaving the capital they were obliged to sleep on bare divans of brick beds warmed by a

show fire (from below) with no coverings on and without changing their dresses. Nor were they able to get proper meals and they had to satisfy their hunger by sipping Fico-fruit. On arriving at Hwailai and Suonhwa prefectures, local officials came to offer their services and thenceforward the

None of the ladies of the harem or of the other court ladies joined the flight, while only a few eunuchs, princes of the blood and Manchu peers followed the party. Among the Princes in the suite were Princes

and Shu, Kang Yi, Chao Shu-ch'iao, U Ting'ho, Wang Wen-siao, Kang Kuo; among the peers and high officials of state, Prince Ch'ing, Yung Lu and Ki Siu. These personages failed to start together. Besides the above the Imperial cortege was followed by one or two distinguished officials, two officers

of the Manchukuo army, one of the Han army, and something over a thousand troops and coolies of the Shangkai, the Yungshun, and the Baifernermen forces. No guards of honour were provided, though General Ma at the head of another thousand of troops guarded the Imperial carriage. Many of the soldiers

forward, and the shops and houses on the route had closed their doors and their occupants had run away, making it extremely difficult for the Imperial refugees to obtain supplies of provisions.

Previous to the Imperial flight on the 4th of August, Yü Lu had retreated to

meeting with anither reverse at Tsai-sun, he committed suicide, by dispatching himself with a hand-lance. On the 8th, seeing that the Chan and the Chang forces had run away without fighting at Hsiwu, Li Ping-hung too put an end to his life. Li Chang-ching pursued the fugitives

troops marched into T'anchou. On the 10th, an order was issued announcing the Imperial decision to remove the Court to a point in the west; but the departure was delayed owing to the lack of carriages and waggons equipped for the purpose. Since the dawn of the 13th, the

to be heard outside the walls of the capital and on the morning of the 14th the roar of cannon came nearer the neighbourhood of my residence, and shells and bullets flew thick and fast. In the afternoon the firing grew hotter than ever and then all of a sudden a report was received to the effect

that the Tientsin and the Sienkian garrisons had yielded to the enemy's attack, but I was unable to at once ascertain the truth of this report. I was then, on duty at the office, but the passages to the Imperial quarters had already been barred and closed and I could not get inside. At

On the previous day, the 14th, I was called to the Imperial presence no fewer than five times, only Kang and Chao being

press Dowager said to us: 'Only you three are here; the others have all gone to their own houses, deserting us two. You three will please follow the Imperial cortege. But you (addressing the writer of this account) are the oldest of the three and I have no heart to let you share the

hardships of our night—you may follow us later. But you Chao and Kang are both good equestrians and you may come with us. I replied that I would surely go with them. The Emperor then said that I should try to make ready to join them in their flight as quickly as possible. But the

even until past midnight. It was therefore a great surprise to me to find them gone so early and so precipitately. My heart nearly broke at this sad turn of affairs.

(The rest of the account refers to the author's experience in his effort to catch up with the imperial cortege until he overtook

but, as it is of no special interest, we omit it here.)—*Jagan Tanka*

Shipping.

OCEAN STEAMSHIP COMPANY.
FOR LONDON VIA SUEZ CANAL.
THE Company's Steamship
"IDONEUS,"
Captain RILEY, will be despatched as
above on TUESDAY, the 30th October.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, September 27, 1900. 1992

SHIRE LINE OF STEAMERS.
FOR NAGASAKI, KOBE AND
YOKOHAMA.
THE Company's Steamship
"GLAMORGANSIRE,"
Captain DAVIES, will be despatched for the
above Ports on or about THURSDAY, the
1st November, 1900.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
Agents.
Hongkong, October 23, 1900. 2176

FOR NAGASAKI & WLADEVOSTOK.
THE German Steamship
"DAPHNE,"
Captain T. NISSEN, will be despatched for the
above Ports, on SATURDAY, the
3rd November, at 5 p.m.
For Freight or Passage, apply to
SIEMSEN & CO.,
Agents.
Hongkong, October 23, 1900. 2170

THE OSAKA & SHOSON KAISHA, LTD.
FOR FOCHOW, VIA SWATOW AND
AMOI.
THE Company's Steamship
"KASAKI MARU,"
Captain K. SUZUKI, will be despatched for the
above Ports on WEDNESDAY, the
7th November.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, October 28, 1900. 2183

CHINA NAVIGATION COMPANY,
LIMITED.
FOR YOKOHAMA AND KOBE.
THE Company's Steamship
"CHINGFU,"
Captain WILLIAMS, will be despatched as
above on SATURDAY, the 10th Nov.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 24, 1900. 2180

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
Captain T. MOORE, will be despatched on
FRIDAY, the 9th November, at 4 p.m.
The attention of Passengers is directed to
the Superior Accommodation offered by this
Steamer. The First Class Saloon is situated
forward of the Engines. A Refrigerating
Chamber ensures the Supply of Fresh Provi-
sions during the entire voyage.
A fully qualified Surgeon is carried, and
the Vessel is fitted throughout with Electric
Light.
N.B.—Return Tickets issued by this
Company to and from AUSTRALIA are avail-
able for return by the Steamers of the
PENANG AND AUSTRALIAN S. S. Co. and
vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 24, 1900. 2058

CHINA NAVIGATION COMPANY,
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FOR MANILA.
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"CHANGSHA,"
Captain T. MOORE, will be despatched on
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For Passage, apply to
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Hongkong, October 24, 1900. 2058

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.
THE Company's Steamship
"AGAMEMNON,"
Captain NISSEN, will be despatched as
above on TUESDAY, the 13th November.
For Freight, apply to
BUTTERFIELD & SWIRE,
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Hongkong, October 3, 1900. 2049

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Hongkong, October 3, 1900. 2049

Shipping.

**CHINA NAVIGATION COMPANY,
LIMITED.**
FOR AMOI, SINGAPORE, SAMAR-
ANG AND SOERABAYA.
THE Company's Steamship
"SHANTUNG,"
Captain ORRILL, will be despatched as above
on TUESDAY, the 30th Inst., at
4 p.m.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 29, 1900. 2110

**INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.**
FOR MANILA.
THE Company's Steamship
"LOONGSANG,"
Captain WIGGALL, will be despatched as
above on TUESDAY, the 30th Inst., at
4 p.m.
This Steamer has superior Accommoda-
tion for First-class Passengers, is fitted
throughout with the Electric Light, and
carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, October 27, 1900. 2191

THE CHINA AND MANILA STEAM-
SHIP COMPANY, LIMITED.
FOR MANILA VIA AMOI.
THE Company's Steamship
"ESMERALDA,"
Capt. Geo. J. BAXTER, will be despatched
as above on SATURDAY, the 3rd
November, at 5 p.m.
This Steamer has Superior Accommoda-
tion for Passengers and is fitted with the
Electric Light.
For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, October 27, 1900. 2192

OCEAN STEAMSHIP COMPANY.
FOR LIVERPOOL (DIRECT).
(Taking Cargo at LONDON Rates).
THE Company's Steamship
"TANTALUS,"
Captain GREGORY, will be despatched as
above on SATURDAY, the 17th Novem-
ber.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 12, 1900. 2104

FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"BILLGLEN,"
will be despatched for the above Port on
or about the 20th November, 1900.
For Freight, apply to
DODWELL & Co., Ltd.,
Agents.
Hongkong, October 24, 1900. 2177

CHINA NAVIGATION COMPANY,
LIMITED.
FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY & MELBOURNE.
THE Company's Steamship
"CHANGSHA,"
Captain T. MOORE, will be despatched on
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Hongkong, October 24, 1900. 2180

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Mails.

TOYO KISEN KAISHA.
TO SAN FRANCISCO, VIA INLAND
SEA OF JAPAN & HONOLULU.
Proposed Sailings from HONGKONG.
Nippon Maru, (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama & Honolulu) TUESDAY, Oct.
31, at Noon.
America Maru, (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama & Honolulu) SATURDAY,
Nov. 24, at Noon.
Hongkong Maru, (via
Shanghai, Nagasaki,
Kobe, Inland Sea, Yo-
kohama & Honolulu) TUESDAY, Dec.
18, at Noon.

THE Twin-Screw S. S. NIPPON
MARU will be despatched for SAN
FRANCISCO, via SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA and HONOLULU, on WEDNES-
DAY, the 31st October, at Noon, taking
Freight and Passengers for Japan, the
United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and Passengers are allowed
to break their journey at any point en route.
Through Passage Tickets granted to En-
gland, France, and Germany by all trans-
Atlantic lines of steamers and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on application.
Passengers holding through ORDERS
TO EUROPE have the choice of Overland
Rail routes from San Francisco, including
the SOUTHERN PACIFIC, CENTRAL PACIFIC,
UNION PACIFIC, DENVER and RIO GRANDE,
and Northern Pacific Railways; also the
CANADIAN PACIFIC RAILWAY on payment
of £4 in addition to the regular tariff
rate.
Passengers holding orders for OVER-
LAND TRIP in the United States have
between San Francisco and Chicago, the
option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO
GRANDE, and other direct connecting Rail-
ways, and from Chicago to destination the
choice of direct lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials
and their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports, to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany's and connecting Steamers.
Freight will be received on board until
4 p.m. the day previous to sailing. Pack-
ages will be received at the Office until 4
p.m. same day; all Parcel Packages should
be marked to address in full; value of
same is required.
Consular Invoices to accompany Cargo
destined to ports beyond San Francisco
in the United States should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at
San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, October 6, 1900. 1898

NOTICE.
COMPAGNIE DES MESSEGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN,
EGYPT, MARSEILLES,
MEDITERRANEAN AND
BLACK SEA PORTS, LONDON,
HAVRE, BREDAUX.
This Steamer connects at COLOMBO
with the S. S. "Arcturion," which resuel
sail on her Passengers and Mails, leaving
that Port on the 17th November, direct to
SUEZ, PORT SAID and MARSEILLES.
Cargo and Specie will be registered for
London as well as for Marseilles, and re-
ceived in transit through Marseilles for the
principal Ports of Europe.
Shipping Orders will be granted till
Noon.
Cargo will be received on board until 4
p.m.; Specie and Parcels until 3 p.m. on the
4th November. (Parcels are not to be
sent on board if they must be left at the
Agency's Office).
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.
G. de CHAMPEAUX,
Agent.
Hongkong, October 22, 1900. 2163

IN CONNECTION WITH THE
ATCHESON, TOPEKA AND SANTA FE
RAILROAD CO.
PROPOSED SAILINGS FROM
HONGKONG TO SAN DIEGO, AND
SAN FRANCISCO VIA INLAND SEA
OF JAPAN AND HONOLULU.
Taking Cargo and Passengers to JAPAN
PORTS, and HONOLULU, THE
UNITED STATES, MEXICO, THE
CENTRAL, and SOUTH AMERICA.
Cartage City, 3002... On 20th Nov.
THE S.S. "Cartage City" will be despatched
for SAN DIEGO, and SAN FRAN-
CISCO, via MOIT KOBE, YOKOHAMA
and HONOLULU, on TUESDAY, the
20th November.
Through Bills of Lading issued to any
point in the United States.
Cargo will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the Office until
the same time. All Parcels should be
marked to address in full. Value of same
is required.
Consular Invoices to accompany Cargo
destined to ports beyond San Diego
should be sent to the Company's Office
addressed to the Collector of Customs, San
Diego.
For further information as to Freight or
Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, October 6, 1900. 2048

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destined